

SECTION II
NAVIGATION PUBLICATIONS

NM 9/02

SAILING DIRECTIONS CORRECTIONS

PUB 157 8 Ed 2000 LAST NM 5/02

Page 55—Line 13/L; insert after:

Regulations.—The Korean Navy has advised vessels to keep the following routes because of special circumstances that exist between North and South Korea.

Vessels enroute between a South Korean port and a Chinese port should navigate near the trackline:

1. 37°03'N, 125°40'E.
2. 37°29'N, 124°43'E.
3. 38°00'N, 124°18'E.

Vessels enroute between Haeju and a Chinese port should navigate near the trackline:

1. 37°42'N, 125°34'E.
2. 37°29'N, 125°23'E.
3. 37°29'N, 124°43'E.
4. 38°00'N, 124°18'E.

Vessels enroute between Haeju and a South Korean port should navigate near the trackline:

1. 37°42'N, 125°34'E.
2. 37°33'N, 125°32'E.
3. 37°03'N, 125°40'E.

Vessels seeking shelter from heavy weather should keep to the S of Soch'ong Do, and avoid the areas around Paengnyong Do and Taech'ong Do.

(BA NM 20/01) 9/02

Page 122—Lines 7/L to 3/R; read:

Pilotage.—Pilotage is compulsory and is available 24 hours. The pilot boards in position 24°17.6'N, 120°28.9'E, about 0.5 mile SW of the head of North Breakwater. In bad weather the pilot boards off either Keelung or Kao-hsiung. The ETA should be sent to the agent 24 hours and 12 hours in advance. The ETA must also be sent to the harbormaster about 20 miles from port or when 2 hours from the pilot boarding area.

(BA NM 44/01) 9/02

PUB 171 7 Ed 2001 LAST NM 5/02

Page 91—Line 14/R; read:

pilots may be embarked about 2 miles NE of Fairway Lighted Buoy A.

(US CH 61231) 9/02

PUB 172 9 Ed 2001 LAST NM 7/02

Page 83—Lines 30 to 32/R; read:

2. For the Container Berth—about 0.6 mile SW of the berth.
3. For Moshtarkek and Mo'ta Floating Berth—about 0.7

(US CH 62225) 9/02

Page 83—Line 60/R to Page 84—Line 4/L; read:
the following information to the harbormaster at least 12

hours prior to arrival:

1. Vessel name.
2. Flag and home port.
3. Length overall.
4. Maximum draft fore and aft.
5. Summer dwt/grt/nrt.
6. Last port of call/next port of call.
7. ETA (date and time).
8. Propulsion (single screw/twin screw).
9. Type of ramp/length.
10. Cargo (type and tonnage).
11. Liner or charterer.
12. Agent's name.
13. Year built.

(BA NP 286(3)) 9/02

Page 131—Lines 32 to 35/R; read:

Anchorage.—Designated anchorage areas, best be seen on the chart, have been established SE of Mina Raysut. They are used, as follows:

1. Area A—Vessels waiting for a berth.
2. Area B—Vessels requiring offshore services.
3. Area C—Vessels requiring bunkering or ship-to-shore services.

The bottom in these anchorages is sandy.

(US NM 6/62313/02; BA NM 2/02, Section IV) 9/02

Page 131—Line 37/R; insert after:

A prohibited area, into which entry is prohibited and which is best seen on the chart, lies NE of Mina Raysut, on the N side of Bandar Raysut.

(US NM 6/62312/02; BA NM 2/02, Section IV) 9/02

Page 190—Line 18/R; read:

be sent 96 hours in advance, with confirmation sent 48

(BA NP 286(3)) 9/02

Page 192—Line 55/R; insert after:

Pilots board, as follows:

1. Large vessels—in the Merchant Vessel Anchorage charted SE of Bandar Abbas.
2. Smaller vessels—near Fairway Lighted Buoy.
3. Small vessels, with prior arrangement, board the pilot near the breakwaters.

(BA NP 286(3); US CH 62394) 9/02

Page 199—Line 21/R; insert after:

Vessels should begin calling the terminal 4 hours before arrival on VHF channel 12.

(BA NP 286(3)) 9/02

Page 210—Line 56/L; read:

has been dredged to 11.5m, although it has been reported (2001) the depth at Berth 66 is only 10.5m and there is a dredged depth of 16m at Berth 17.

(US NM 8/62464/02; US NM 6/02, Section II) 9/02

PUB 172 (Continued)

Page 244—Lines 30 to 31/R; read:
RT.

The vessels's ETA should be sent, via the agent, 96 hours and 72 hours in advance, with confirmation sent 48 hours and 24 hours in advance.

(BA NP 286(3)) 9/02

Page 247—Line 12/L; read:
white launch about 1.5 miles E of the Petroleum Products Pier. Tugs come

(BA NP 286(3); US CH 62432) 9/02

Page 258—Line 18/R; read:
Iranian Offshore Oil Company (IOOC), acting in the capacity of pilot, will board

(BA NP 286(3)) 9/02

Page 259—Lines 22 to 23/R; read:

The vessel's ETA should be sent to the IOOC through Abadan (EQZ) or Bandar-e Abbas (EQI), 72 hours in advance, followed by confirmation

(BA NP 286(3)) 9/02

Page 259—Line 32/R; insert after:

The terminal should be contacted 4 hours prior to arrival on VHF.

(BA NP 286(3)) 9/02

Page 262—Line 10/L; read:

A Berthing Master will board tankers at the Bandar Khomeyni anchorage and

(US CH 62442; BA NP 286(3)) 9/02

Page 262—Lines 16 to 17/L; read:

anchor in the Bandar Khomeyni anchorage to disembark the bar pilot, await pratique, and board the Berthing Master.

(US CH 62442; BA NP 286(3)) 9/02

Page 268—Line 53/R; insert after:

Regulations.—Berthing is usually done during daylight hours only.

(BA NP 286(3)) 9/02

PUB 180 2 Ed 1997 LAST NM 51/01

Page 37—Line 10/R; insert after:

Time Zone 52
(NIMA) 9/02

Page 52—Line 16/R; insert after:

Time Zone

The Canadian Arctic is covered by Time Zones TANGO (+7), SIERRA (+6), ROMEO (+5), and OSCAR (+4).

(PUBS 004/2002) 9/02

PUB 195 6 Ed 1999 LAST NM 7/02

Page 93—Lines 14 to 47/L; read:

the coast. The two main channels and the two secondary channels are described below. The other inshore passages are only used by small craft with local knowledge.

Two main routes, both authorized for drafts up to 9m, lead from the NW and are about 27 miles in length.

The first main route (Norrskar S) leads from a position about 4 miles S of Norrskar Light (63°14'N., 20°36'E.). It leads 6 miles NE, using the white sector of Vaasa Light (63°14'N., 20°55'E.), and passes close NW of Lotsgrund Light (63°11'N., 20°43'E.). The route then leads about 5 miles ESE, using the Norrskar lighted range astern, until a position 3 miles SE of Vaasa Light is reached. It continues for 6.3 miles in a SE direction through a partly buoyed channel. The route then leads 1 mile ESE and passes close NNE of Glasrund front light (63°06'N., 21°11'E.), which is equipped with a racon. It continues 3.7 miles ENE, 1 mile SE, and 5.5 miles ESE through a narrow channel to the port.

The second main route (Norrskar N) leads from a position about 4.3 miles SW of Utgrynnan Light (63°21'N., 20°46'E.) and 4.4 miles NNE of Norrskar Light. It leads in a SE direction for about 9 miles to a position close NE of Vaasa Light. The route then continues in a SE direction for about 3 miles and joins the first main channel.

An alternate fairway, which is authorized for drafts up to 4.5m, leads SE for 11 miles from a position 0.7 mile SE of Vaasa Light. It passes close SW of Korso Light (63°11'N., 21°09'E.) and joins the main channel about 4 miles ENE of Glasrund front light.

A secondary route (Ronnskar), which is authorized for drafts up to 4m, leads from a position 6 miles WSW of Ronnskar Tower (63°04'N., 20°48'E.). It is mostly used by small vessels with local knowledge. The route leads in a general ENE direction for about 17 miles and passes through the Ronnskaret group of islets. It then joins the first main channel close NNE of Glasrund front light.

Another secondary route (Ritgrund), which is authorized for drafts up to 4.8m, leads from a position 5 miles NNW of Ritgrund Light (63°26'N., 21°30'E.). The route leads in a general S direction for about 25 miles, passing between the island of Vallgrund and the mainland, to join the main channel. A road bridge, with a vertical clearance of 24m and an opening 60m wide, spans the channel. It connects the SE end of the island of Vallgrund to a causeway extending W from the mainland.

An inshore route (Stubben), used by daylight only, leads from a position about 2 miles N of Stubben Light (63°31'N., 22°10'E.). It leads S and SW for 26 miles, passing S of the Mickelsor group (63°26'N., 21°46'E.), and then joins the secondary channel leading S from Ritgrund Light. This inshore route is authorized for drafts up to 7m as far as Stor Ljusen (63°26.0'N., 22°05.5'E.) and then for drafts up to 3.6m.

Caution.—It is reported that, due to more frequent surveys, the Finnish Board of Navigation advises deep-draft vessels approaching from the NW to use the route leading N of Norrskar in preference to the one passing to the S.

PUB 195 (Continued)

A designated restricted area surrounds the island of Norrskar (63°14'N., 20°36'E.).
(BA NP 20) 9/02

Page 93—Lines 1 to 39/R; strike out.
(NIMA) 9/02

Page 94—Lines 1 to 30/L; strike out.
(NIMA) 9/02

Page 94—Lines 46 to 55/L; read:

Depths—Limitations.—The main approach channel is authorized for drafts up to 9m.

The island of Vaskiluoto lies close W of the town of Vaasa and is connected to it by a causeway. A road bridge links the island to the town and also to the mainland on the S side.

Palosaari Harbor lies close NW of the N part of the town. It provides a quay, 65m long, with a depth of 3.7m alongside. The main fairway leading to this harbor from Vaskiluoto is authorized for drafts up to 4.2m.

Town Harbor fronts Vaasa. It provides 500m of total quayage with depths up to 5m alongside.

Vaskiluoto Harbor is situated on the SW side of the island and is the site of the main commercial facilities. It is protected by a detached breakwater lying on the N side of the entrance channel.

Coal Quay is 145m long and has a depth of 10m alongside.

Reins Quay is 240m long and has depths of 6 to 8m along-side.

Ferry Pier has two ro-ro berths, 128m and 140m long, with depths of 5.7m alongside.

North Pier is 180m long and has depths of 6.4 to 9.6m alongside. It has ro-ro berths on each side of the root.

South Pier is 180m long and has depths of 6.4 to 9.6m alongside.

Oil Pier is 105m long and has a depth of 10m alongside.

There are facilities for ro-ro, passenger, automobile ferry, bulk, tanker, and general cargo vessels. Vessels up to 200m in length and 9m draft can be accommodated.

Aspect.—The approach channels are marked by directional sector lights, lighted ranges, buoys, and beacons (see paragraph 8.9).

Pilotage.—Pilotage is compulsory. Pilots are stationed at Ronnskar, Norrskar, Ritgund, and the harbor station at Vaskiluoto.

Vessels should send a request for pilotage at least 6 hours in advance, confirming 3 hours before arrival (2 hours for the NW approach). Pilots may be contacted by VHF and board about 1.8 miles NE of Lotsgrund Light (63°11'N., 20°43'E.) and 2.5 miles NW of Vaasa Light (63°14'N., 20°55'E.).

Pilots are provided by the station at Tankar (63°57'N., 22°51'E.) (see paragraph 10.4) for the NE approach and board in the vicinity of Stubben Light (63°31'N., 22°10'E.). Vessels should send a request for pilotage 24 hours in advance. For the S approach, pilots are provided by Kaskinen and board about 5.5 miles SW of Salgrund Light (62°20'N., 21°12'E.).

Regulations.—A speed limit of 10 knots is in effect for the section of the channel between Nygrund (63°07.6'N., 21°20.2'E.) and the port. It is reported (2000) that a speed limit of 8 knots applies to vessels with drafts over 8m.

At night, tankers carrying more than 4,000 tons of oil are prohibited in the section of the channel between Nygrund (63°07.6'N., 21°20.2'E.) and Vaasa.

Anchorage.—Anchorage may be taken as directed by the pilot.

Caution.—A submarine track guide cable has been established in the fairway between Nygrund (63°07.6'N., 21°20.2'E.) and Nagelprick, 3.5 miles ESE, to assist navigation. The use of this guide system is only possible with a special receiver. Anchoring and fishing are prohibited in this part of the channel.

(BA NP 20; BA NP 286) 9/02

Page 94—Lines 1 to 12/R; strike out.
(NIMA) 9/02

TIDAL CURRENT TABLES CORRECTIONS

ATLANTIC **Ed 2002** **LAST NM N52/01**

Page 161; change:

Reference station “**on Miami Harbor Entrance, p. 76**” to
“**on St. Johns River Entrance, p. 72**”

(NOS) N9/02